

Hongkong Daily Press

ESTABLISHED 1857

Registered as a Newspaper at the General Post Office in the United Kingdom.

THE BRIGHT FRESH EYES OF YOUTH CAN BE YOURS AGAIN BY THE USE OF CROOKES' GLASSES. N. LAZARUS, Optician, 12, Queen's Road C.

(79)

No. 19,711.

號一十百七千九萬一第

日五初月七年酉辛

HONGKONG, MONDAY, AUGUST 6TH, 1921.

一拜禮

號八月八年拾國民華中

PRICE, \$3 PER MONTH.

INTIMATIONS JUST LANDED

ALLSOPP'S

BRITISH

PILSENER BEER

BREWED AND BOTTLED AT

BURTON-ON-TRENT

SOLE AGENTS:

CALDBECK,

MACGREGOR &

CO., LTD.,

15, QUEEN'S ROAD CENTRAL.

Tel. No. 76.

CARTRIDGES!

NEWLY ARRIVED.

A large consignment of KLEY'S SPORTING CARTRIDGES, 12, 16 and 20 bore, loaded with the Sportsman's favorite powders—E. C. and SMOKE-LESS DIAMOND.

THE HONGKONG SPORTING ARMS & AMMUNITION STORE, Nos. 5-8, Beaconsfield Avenue.

A LING & CO.,

19, Queen's Road Central, Hongkong.

FURNITURE AND PHOTO GOODS STORE

Glass Mirrors, Signs, Boards and Mirror Makers. Canton Marble in Various Shades. Photographic Goods of Every Description in Stock. Developing, Printing and Enlarging Undertaken. Telephone 1219.

FRENCH LESSONS

G. MOUSSON,

15, Morrison Hill Road.

PEAK TRAMWAY CO., LIMITED.

TIME-TABLE.

WEEK DAYS.
7.00 a.m. to 8.00 a.m. every 15 minutes.
8.00 " " 9.30 " " 10 " "
9.30 " " 11.00 " " 15 " "
11.30 " " 12.30 p.m. " 15 " "
12.30 p.m. " 2.30 " " 10 " "
2.30 " " 5.00 " " 15 " "
5.00 " " 8.10 " " 10 " "

NIGHT CLAS.
8.50 p.m., 9.00 p.m., 9.20 p.m.
9.30 p.m. to 11.30 p.m. every 30 minutes.
11.45 p.m.
SATURDAY.
Extra Car—12 midnight.
SUNDAYS.
7.50 a.m.
8.00 a.m. to 10.30 a.m. every 15 minutes.
10.30 " " 11.00 " " 10 " "
11.30 " " 12.00 noon " 15 " "
12.00 noon " 1.00 p.m. " 10 " "
1.00 p.m. " 5.30 " " 15 " "
5.30 " " 6.00 " " 10 " "
6.00 " " 6.30 " " 15 " "
6.30 " " 8.10 " " 10 " "

NIGHT CLAS.
As on Week Days.

SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road.
Season and punch tickets available for all cars, not already full, running at the time stated in the Company's time-tables, but not for special cars, can be obtained on application at the Company's Office. No season ticket will be issued until payment thereof has been made in Bank Notes or by Cheque or Comptroller Order representing Bank Notes.

KOWLOON-CANTON RAILWAY.

TIME-TABLE.

On and after MONDAY, JANUARY 24TH, 1921, until further Notice. (All previous Time Tables cancelled.)

DOWN TRAINS.

Stations	No. 14	No. 13	No. 12	No. 11	No. 10	No. 9	No. 8	No. 7	No. 6	No. 5	No. 4	No. 3	No. 2	No. 1
	Local	Local	Through Kowloon	Local	Through Kowloon	Local	Through Kowloon	Local	Through Kowloon	Local	Through Kowloon	Local	Through Kowloon	Local
	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.	a.m.
CANTON (The New Sta.) dep.			8.00		8.45		9.30		10.15		11.00		11.45	
SEW LUNG dep.			8.15		9.00		9.45		10.30		11.15		12.00	
Kowloon City dep.			8.30		9.15		10.00		10.45		11.30		12.15	
Shing Mun dep.			8.45		9.30		10.15		11.00		11.45		12.30	
Shing Mun dep.			8.55		9.40		10.25		11.10		11.55		12.40	
Shing Mun dep.			9.10		9.55		10.40		11.25		12.10		12.55	
Shing Mun dep.			9.25		10.10		10.55		11.40		12.25		13.10	
Shing Mun dep.			9.40		10.25		11.10		11.55		12.40		13.25	
Shing Mun dep.			9.55		10.40		11.25		12.10		12.55		13.40	
Shing Mun dep.			10.10		10.55		11.40		12.25		13.10		13.55	
Shing Mun dep.			10.25		11.10		11.55		12.40		13.25		14.10	
Shing Mun dep.			10.40		11.25		12.10		12.55		13.40		14.25	
Shing Mun dep.			10.55		11.40		12.25		13.10		13.55		14.40	
Shing Mun dep.			11.10		11.55		12.40		13.25		14.10		14.55	
Shing Mun dep.			11.25		12.10		12.55		13.40		14.25		15.10	
Shing Mun dep.			11.40		12.25		13.10		13.55		14.40		15.25	
Shing Mun dep.			11.55		12.40		13.25		14.10		14.55		15.40	
Shing Mun dep.			12.10		12.55		13.40		14.25		15.10		15.55	
Shing Mun dep.			12.25		13.10		13.55		14.40		15.25		16.10	
Shing Mun dep.			12.40		13.25		14.10		14.55		15.40		16.25	
Shing Mun dep.			12.55		13.40		14.25		15.10		15.55		16.40	
Shing Mun dep.			13.10		13.55		14.40		15.25		16.10		16.55	
Shing Mun dep.			13.25		14.10		14.55		15.40		16.25		17.10	
Shing Mun dep.			13.40		14.25		15.10		15.55		16.40		17.25	
Shing Mun dep.			13.55		14.40		15.25		16.10		16.55		17.40	
Shing Mun dep.			14.10		14.55		15.40		16.25		17.10		17.55	
Shing Mun dep.			14.25		15.10		15.55		16.40		17.25		18.10	
Shing Mun dep.			14.40		15.25		16.10		16.55		17.40		18.25	
Shing Mun dep.			14.55		15.40		16.25		17.10		17.55		18.40	
Shing Mun dep.			15.10		15.55		16.40		17.25		18.10		18.55	
Shing Mun dep.			15.25		16.10		16.55		17.40		18.25		19.10	
Shing Mun dep.			15.40		16.25		17.10		17.55		18.40		19.25	
Shing Mun dep.			15.55		16.40		17.25		18.10		18.55		19.40	
Shing Mun dep.			16.10		16.55		17.40		18.25		19.10		19.55	
Shing Mun dep.			16.25		17.10		17.55		18.40		19.25		20.10	
Shing Mun dep.			16.40		17.25		18.10		18.55		19.40		20.25	
Shing Mun dep.			16.55		17.40		18.25		19.10		19.55		20.40	
Shing Mun dep.			17.10		17.55		18.40		19.25		20.10		20.55	
Shing Mun dep.			17.25		18.10		18.55		19.40		20.25		21.10	
Shing Mun dep.			17.40		18.25		19.10		19.55		20.40		21.25	
Shing Mun dep.			17.55		18.40		19.25		20.10		20.55		21.40	
Shing Mun dep.			18.10		18.55		19.40		20.25		21.10		21.55	
Shing Mun dep.			18.25		19.10		19.55		20.40		21.25		22.10	
Shing Mun dep.			18.40		19.25		20.10		20.55		21.40		22.25	
Shing Mun dep.			18.55		19.40		20.25		21.10		21.55		22.40	
Shing Mun dep.			19.10		19.55		20.40		21.25		22.10		22.55	
Shing Mun dep.			19.25		20.10		20.55		21.40		22.25		23.10	
Shing Mun dep.			19.40		20.25		21.10		21.55		22.40		23.25	
Shing Mun dep.			19.55		20.40		21.25		22.10		22.55		23.40	
Shing Mun dep.			20.10		20.55		21.40		22.25		23.10		23.55	
Shing Mun dep.			20.25		21.10		21.55		22.40		23.25		24.10	
Shing Mun dep.			20.40		21.25		22.10		22.55		23.40		24.25	
Shing Mun dep.			20.55		21.40		22.25		23.10		23.55		24.40	
Shing Mun dep.			21.10		21.55		22.40		23.25		24.10		24.55	
Shing Mun dep.			21.25		22.10		22.55		23.40		24.25		25.10	
Shing Mun dep.			21.40		22.25		23.10		23.55		24.40		25.25	
Shing Mun dep.			21.55		22.40		23.25		24.10		24.55		25.40	
Shing Mun dep.			22.10		22.55		23.40		24.25		25.10		25.55	
Shing Mun dep.			22.25		23.10		23.55		24.40		25.25		26.10	
Shing Mun dep.			22.40		23.25		24.10		24.55		25.40		26.25	
Shing Mun dep.			22.55		23.40		24.25		25.10		25.55		26.40	
Shing Mun dep.			23.10		23.55		24.40		25.25		26.10		26.55	
Shing Mun dep.			23.25		24.10		24.55		25.40		26.25		27.10	
Shing Mun dep.			23.40		24.25		25.10		25.55		26.40		27.25	
Shing Mun dep.			23.55		24.40		25.25		26.10		26.55		27.40	
Shing Mun dep.			24.10		24.55		25.40		26.25		27.10		27.55	
Shing Mun dep.			24.25		25.10		25.55		26.40		27.25		28.10	
Shing Mun dep.			24.40		25.25		26.10		26.55		27.40		28.25	
Shing Mun dep.			24.55		25.40		26.25		27.10		27.55		28.40	
Shing Mun dep.			25.10		25.55		26.40		27.25		28.10		28.55	
Shing Mun dep.			25.25		26.10		26.55		27.40		28.25		29.10	
Shing Mun dep.			25.40		26.25		27.10		27.55		28.40		29.25	
Shing Mun dep.			25.55		26.40		27.25		28.10		28.55		29.40	
Shing Mun dep.			26.10		26.55		27.40		28.25		29.10		29.55	
Shing Mun dep.			26.25		27.10		27.55		28.40		29.25		30.10	
Shing Mun dep.			26.40		27.25		28.10		28.55		29.40		30.25	
Shing Mun dep.			26.55		27.40		28.25		29.10		29.55		30.40	
Shing Mun dep.			27.10		27.55		28.40		29.25		30.10		30.55	
Shing Mun dep.			27.25		28.10		28.55		29.40		30.25		31.10	
Shing Mun dep.			27.40		28.25		29.10		29.55		30.40		31.25	
Shing Mun dep.			27.55		28.40		29.25		30.10		30.55		31.40	
Shing Mun dep.			28.10		28.55		29.40		30.25		31.10		31.55	
Shing Mun dep.			28.25		29.10		29.55		30.40		31.25		32.10	
Shing Mun dep.			28.40		29.25		30.10		30.55		31.40		32.25	
Shing Mun dep.			28.55		29.40		30.25		31.10		31.55		32.40	
Shing Mun dep.			29.10		29.55		30.40		31.25		32.10		32.55	
Shing Mun dep.			29.25		30.10		30.55		31.40		32.25		33.10	
Shing Mun dep.			29.40		30.25		31.10		31.55		32.40		33.25	
Shing Mun dep.			29.55		30.40		31.25		32.10		32.55		33.40	
Shing Mun dep.			30.10		30.55		31.40		32.25		33.10		33.55	
Shing Mun dep.			30.25		31.10		31.55		32.40		33.25		34.10	
Shing Mun dep.			30.40		31.25		32.10		32.55		33.40		34.25	
Shing Mun dep.			30.55		31.40		32.25		33.10		33.55		34.40	
Shing Mun dep.			31.10		31.55		32.40		33.25		34.10		34.55	
Shing Mun dep.			31.25		32.10		32.55		33.40		34.25		35.10	
Shing Mun dep.			31.40		32.25		33.10		33.55		34.40		35.25	
Shing Mun dep.			31.55		32.40		33.25		34.10		34.55		35.40	
Shing Mun dep.			32.10		32.55		33.40		34.25		35.10		35.55	
Shing Mun dep.			32.25		33.10		33.55		34.40		35.25		36.10	
Shing Mun dep.			32.40		33.25		34.10		34.55		35.40		36.25	
Shing Mun dep.			32.55		33.40		34.25		35.10		35.55		36.40	
Shing Mun dep.			33.10		33.55		34.40		35.25		36.10		36.55	
Shing Mun dep.			33.25		34.10		34.55		35.40		36.25		37.10	
Shing Mun dep.			33.40		34.25		35.10		35.55		36.40		37.25	
Shing Mun dep.			33.55		34.40		35.25		36.10		36.55		37.40	
Shing Mun dep.			34.10		34.55		35.40		36.25		37.10		37.55	
Shing Mun dep.			34.25		35.10		35.55		36.40		37.25		38.10	
Shing Mun dep.			34.40		35.25		36.10		36.55		37.40		38.25	
Shing Mun dep.			34.55		35.40		36.25		37.10		37.55		38.40	
Shing Mun dep.			35.10		35.55		36.40		37.25		38.10		38.55	
Shing Mun dep.			35.25		36.10		36.55		37.40		38.25		39.10	
Shing Mun dep.			35.40		36.25		37.10		37.55		38.40		39.25	
Shing Mun dep.			35.55		36.40		37.25		38.10		38.55		39.40	
Shing Mun dep.			36.10		36.55		37.40		38.25		39.10		39.55	
Shing Mun dep.			36.25		37.10		37.55		38.40		39.25			

THORNYCROFT

JOHN I. THORNYCROFT & CO., LIMITED

SHIPBUILDERS AND ENGINEERS

LONDON, SOUTHAMPTON AND BIRMINGHAM

Shanghai Office: 10, Kiukiang Road.

15 B.H.P. 30 B.H.P. 50 B.H.P. Engines
in Stock

For quotation apply—

SHANGHAI OFFICE.

MACKINTOSH

& Co., Ltd.

We are offering the whole of our Stock of Men's
Bathing Suits for a few days only.

Less **15** O. ON MARKED PRICE.

We have an up-to-date and Large Assortment of Men's Bathing Suits
in one piece style ranging from \$4.00 Suit to \$30.00 Suit in plain and
Fancy Colours. Sizes from 32 to 46.

Just Received New Stock Bathing Slippers.

\$1.25 pair.

Men's Wear Specialists.

16, Des Vaux Road.

Phone 29.

Just unpacked

HABANA CIGARS

"La Corona"

"Henry Clay"

"Bock"

17 different varieties.

From 25 cts. to \$1 each.

Tabaqueria Filipina,

38, Queen's Road Central.

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SECOND WEEK.

WHITEAWAY'S

SUMMER SALE

Unparalleled Bargains in every section of our huge store.
If you have not received a copy of our Sale Bargains, write at
once. A copy will be sent you.

SEE OUR WINDOWS
20,000 YARDS

CEYLON FLANNEL. Very Similar Cloth to Viyella.
Can be had in Cream, Khaki and innumerable Stripes. Get
your supply now for the coming winter. Excellent for Shirts,
Pyjamas and underclothing.

30 in. wide. Usual Prices \$1.95 to \$2.50 yard.

NOTE **\$1.00**
SALE PRICE

per yard

THE BEST VALUE EVER OFFERED.
THOUSANDS OF OTHER BARGAINS.

WHITEAWAY, LAIDLAW & CO., LTD.,
HONGKONG.

CHINESE BONDS OF GERMAN ISSUE.

As is well-known, says a London
paper, China has not paid coupons on
German bond issues, except to neutrals or
Allies, since she entered the war. Now that
China and Germany have concluded peace,
the question of the future of these German
issues, which have low valuations as compared
with the London securities of the same issues,
has been raised. The issues of special interest
are:—Chinese Government 5 per cent.
Reorganisation Gold Loan of 1913, 8 per
cent.; Tientsin-Pukow Railway Loan of
1906, the 4 per cent. Hukwang Railway
Sinking Fund Gold Loan of 1911. These
bonds form parts of loans amounting to
\$23,000,000, \$5,000,000, and \$4,000,000 for
the respective issues, which are international
banking group, under the leadership of the
Hongkong and Shanghai Banking Corporation,
contracted in the various years with the Chinese
Government. There is no distinctive difference,
so far as the original contract is concerned,
between the German issues and those issued
in England, France, the United States, Belgium,
etc. Under the terms of the Peace Treaty between
China and Germany, part of the indemnity
payable to China will consist of Hukwang
and Tientsin-Pukow bonds, but it appears
that the price at which they will be taken
has not yet been fixed. It is surmised,
however, that this will probably be in
neighbourhood of that for the London
portions of these loans, which is
approximately 61 for the Hukwang and
69 for the Tientsin-Pukow issues respectively.

The special prospects for holders of
German issues, would appear to depend
upon the date of resumption of coupon
payments. The German portion not
having an official quotation, and from the
Stock Exchange point of view not being
considered "a good delivery," it naturally
would follow that even after the position
between Germany and China is officially
legalised, these bonds would command a
lower price here than the officially quoted
numbers. It is believed that the signing of
the Peace Treaty between China and Germany,
and more recently still the announcement
just made that the Chinese Government has
given permission to the Deutsch-Asiatische
Bank to reopen its branches in China,
point to the fact that a resumption of
regular and normal business relations
between the two countries cannot be too
long delayed.

ANGLO-CHINESE FRIENDSHIP SOCIETY.

Mr. B. Lennox Simpson, Political
Adviser to the Peking Government, was
the principal guest of the Anglo-Chinese
Friendship Society, on July 1st, when a
social gathering took place at 26,
Harley House, London. Among those
present were Sir Charles Addis,
K.C.M.G., the Commercial Counsellor of
the Danish Legation, and the First
Secretary of the Chinese Legation,
representing H.E. the Chinese Minister.
Mr. B. Lennox Simpson spoke of the
work of the Peking Branch of the Anglo-
Chinese Friendship Society, and made
special reference to the coming to Great
Britain of Chinese students. He took
the view that the students who came
should first of all graduate in some uni-
versity in China. Professor Henry, of
Dublin University, advanced certain
ideas affecting the welfare of the Chinese
coming to Great Britain. A very excel-
lent, though all too brief, speech was de-
livered by Dr. Balme, President of the
Shantung University.

Letters of regret were received from,
among many others, Sir Richard Dence,
K.C.I.E., Sir D. M. Sutherland, Sir
Newton and Lady Stabb, Sir Michael
Sadler, Vice-Chancellor of Leeds Univer-
sity (who wrote "I feel more and more
keen that British Universities should
have the advantage of the presence of a
number of Chinese students"), Mr. Lo
Chong, Chinese Consul-General, the Rt.
Hon. Viscount Bryce, O.M., President
of the Society, Commander Carlyn
Bollars, M.P., Sir William Collins, Sir
Alfred Pearce Gould, M.P., Professor
Giles, Sir Samuel Hoare, M.P., Sir A. E.
Shipley, and Dr. Morse.

ADMIRAL DUFF PROMOTED. WILL PROBABLY VACATE CHINA COMMAND.

Vice-Admiral Sir Alexander L. Duff,
K.C.B., Commander-in-Chief of the
China Station, has been promoted to the
rank of Admiral in his Majesty's Fleet
from July 1st. Sir Alexander has had a
most distinguished career in the Royal
Navy, and earned his knighthood in the
Great War. He will now vacate the
command of the China Station, it being
a Vice-Admiral's command, unless it be
raised to an Admiral's command.
Admiral Sir Alexander Ludovis Duff,
K.C.B., was present at the Battle of
Jutland as a Rear-Admiral in the Grand
Fleet. When Viscount Jellicoe became
First Sea Lord in December, 1916,
Admiral Duff accompanied him as Director
of the newly-instituted Anti-Subma-
rine Division. Later, he became As-
sistant Chief of the Naval Staff, in which
post he was primarily responsible for
the organisation of the convoy system
and other measures, which were largely
instrumental in defeating the submarine.
He had been Commander-in-Chief of the
China Station since July 1919.

A VALUABLE SERUM. CURE FOR ATROPHY BLINDNESS.

A serum by which Dr. Erasmus Erling-
ton Pond, a Brooklyn eye specialist,
claims to have cured nine cases of
blindness caused through atrophy will
soon be demonstrated before the Academy
of Medicine and the American Medical
Association.—U. S. Navy Radio.

CHAMBER OF COMMERCE. REPORT ON HONGKONG TRADE.

The fortnightly Price Current and
Market Report, issued by the Hongkong
General Chamber of Commerce, gives the
following information:—

Cotton piece-goods and fancy cotton
goods.—There has been considerable
activity in our market during the in-
terval, and good sales have been effected,
chiefly Grey Shirtings. The fighting be-
tween the two Kwangs appears to have
finished. Clearances are satisfactory.
Cotton yarn.—Demand has been slack
and the market ruled quiet. A limited
business was transacted at easier prices.
Quotations are:—No. 10s. \$140/185; No.
12s. \$158/190; No. 16s. \$195/215; No. 20s.
\$265/235. Arrivals 1,500 bales. Sales
1,500 bales. Shipments nil. Unsold
Stock 1,000 bales. Bargains 9,000 bales.
Woolens.—No business doing; the
market remains unchanged.

Raw Cotton.—Prices are nominally un-
changed as follows:—Indian grades at
\$21 1/2 per picul. Chinese grades at
\$20 1/2 per picul.

Metals.—Very quiet business, with
little enquiry. Sales of plate cuttings
are reported at \$3.35 to \$4. Steel bars
at \$8.50 but quantities booked are re-
ported small. Wire nails are reported
scarce from London, but no new business
has been booked.

Flour Market Report.—Stock: About
95,000 stacks. Quotations:—American
patent \$7.40 per sack; American cut off
\$3.10 per sack, Shanghai flour \$3.35 per
sack.

H. & S. BANK ALLEGES \$188,000 FRAUD.

The following is from a San Francisco
paper:—

Charges that the sale by the D. S.
Stern Company of 3,330 bags of rice at
Havana, Cuba, for only \$1 was a pre-
tended sale only and not made in good
faith, and that the rice actually had a
value of \$188,000, have been made in an
action filed in the United States Dis-
trict Court at San Francisco against the
Bank of Italy by the Hongkong and
Shanghai Banking Corporation of Shang-
hai, China.

The plaintiff avers that in August,
1920, it owned and was entitled to pos-
session of delivery orders covering the
rice; that subsequently the Bank of Italy
was advised by the D. S. Stern Company
the entire lot of rice had been sold for
\$1. Later the Bank of Italy informed
the banking corporation of the sale by
letter and remitted to the Hongkong and
Shanghai Bank a cheque for \$1.

The cheque and letter were refused and
return of the delivery orders were de-
manded, according to the complaint.

The Bank of Italy informed the plain-
tiff, it is charged, that prior to the sale
if there were turned over to the latter
the delivery orders the Bank of Italy
guaranteed that the amounts of all sales
of rice made prior to December 31st,
1920, as declared by the D. S. Stern Com-
pany, would be turned over to the plain-
tiff by December 31st, 1920, and all docu-
ments covering rice not sold also would
be turned over to the Hongkong and
Shanghai Banking Corporation.

AN INCIDENT OF THE WAR. BRAVE CHINESE LABOURER REWARDED.

A Chinese labourer named Wang Yu
Shan or Wang Fu Ch'ang who served
with the British forces in France, at-
tended at the British Consulate-General,
Tientsin, recently, and was formally pre-
sented with a Meritorious Service Medal
awarded to him by His Majesty's
Government in the following circum-
stances:—

Near Marcoing on June 22nd, 1919,
he observed a fire on a dump of am-
munition situated close to a collecting
station. On his own initiative he rushed
to the dump with two buckets of
water which he threw on the fire and
then seized a burning British bomb
(apparently the cause of the outbreak)
and hurled it to a safe distance from the
dump. He then continued to extinguish
the burning dump which had spread to
the surrounding grass, in which rifle
grenades and German shells were lying.
By his initiative, resources and disregard
of personal safety this labourer averted
what might have been a serious explo-
sion.

A tragic incident took place on June
11th at a birthday dinner party given by
Miss Marie Correll at her residence,
Mason Croft, Stratford-on-Avon. After
dinner the party adjourned to the music-
room, and M. Combet, a well-known
French lecturer and professor, who lived
at Winton House, opposite Miss Correll's
was giving a French recitation, when he
suddenly reeled and exclaiming "Pardon,
madame," fell into the arms of a friend
and died.

IF YOU WEAR TORICS.

you know you have done the best. If you do
not, you have not yet done the best you can to
give your eyes comfort. It is possible to correct
the visions of eyes that need glasses without
using Toric lenses. It would also be possible
to use a motor car without pneumatic tyres,
but it would not be as comfortable. If you
have failed to find real eye comfort, try a pair
of Torics, their deep inner curve conforms to
the natural motions of your eye. Toric lenses
of any prescriptions are manufactured by the
Hongkong Optical Co., Successors to Clark &
Co., Manufacturing & Refracting opticians,
located in 63, Queen's Road, Central.—ADVZ.

THE WORLD THEATRE.

Friday, 5th to Monday, 8th August.

9.15 p.m.

WILLIAM FOX

presents

GLADYS BROCKWELL

in
THE DRAMATIC SENSATION OF NEW YORK.

"TO HONOUR & OBEY"

IS YOUR WIFE A COMPANION or ONLY A CONVENIENCE?

Charlie Chaplin in "THE ADVENTURER."

2.15 p.m. } THE MOON RIDERS, 11th & 12th Episodes.
7.15 p.m. }

5.15 p.m. Thunder-Bolts of Fate.

Sunday, at 9.15 p.m. only

"WOMAN & THE LAW" will be screened for the last time.
[1199]

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NATURAL MINERAL WATER.

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NOTICE.

MESSRS. GILLARD & CO.

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in informing the

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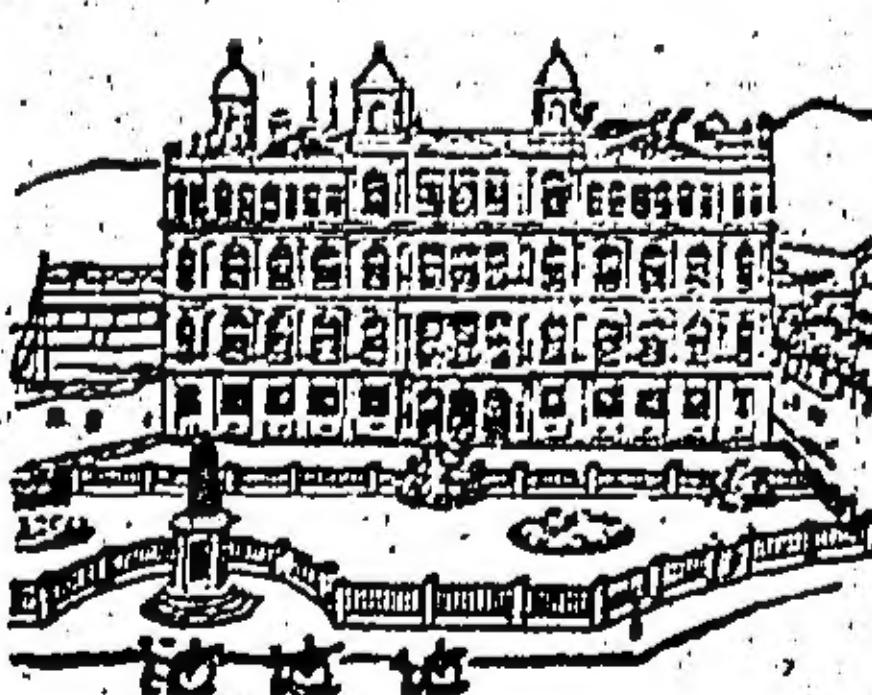
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935



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is the rule rather than the
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experience of the local condi-
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ENGLISH MADE.

Packed in 7-lb. tins with handle, and 1-cwt. Drums

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French Grey	Steel Red	Light Drab	Dark Royal Blue	Sand-wood Color
Light Green	Dark Green	Dark Red	Light Purple Brown	Travertine White
		Light Azure Blue	Light Stone Color	Lead Color

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(Incorporated in the United Kingdom)

ALEXANDRA BUILDINGS, HONGKONG.

DEPARTURE OF COL. W. LORING. C.M.G., D.S.O., R.G.A.

Lieut. Colonel W. Loring, C.M.G., D.S.O., who recently vacated the command of the Royal Artillery at this Station, left the Colony by the P. & O. S.S. *Kalyan* on Saturday, was given a farewell by the officers of the Royal Artillery which testified eloquently to the esteem in which he is held by them. A motor car tastefully decorated with ferns and with red and blue flowers, with the Royal Artillery flag flying on the hood, was waiting at the Garden Road terminus to receive Colonel and Mrs. Loring on their arrival by the 9.30 a.m. car from the Peak. The officers of the Regiment stationed in Hongkong received their late chief who entered the car. A procession was formed and, headed by the drums and pipes of the Hongkong and Singapore R.G.A., the car was drawn by the Officers down Garden Road, Queen's Road, Des Voeux Road, through Statue Square along the Praya to Murray Pier where a large crowd of Civilians and Officers had assembled to bid *bon voyage* to Colonel and Mrs. Loring. Among those present on Murray Pier were: Major General Sir G. M. Kirkpatrick, G.O.C., Lady and the Misses Kirkpatrick, Colonel Humphrey, Colonel Davy, Colonel Nicholson, Colonel Wyndham, Colonel Crooke, Major Edwards, Major Young and Capt. Fisher, A.D.C., the Hon. Mr. Claud and Mrs. Severn, His Honour Chief Justice Gompertz, Mr. R. Hancock and many others. The Officers of the Regiment present to say farewell to their late chief were: Lieut. Colonel Sanders, Major Olliver, Noel Murphy and Hewitt, Lieut. Fox, Mortimer, Lovegrove, Mockridge, Donovan, Wilde, Bingham, Graham, Bigg, Davies, Chester and Subadar Major Khan Singh.

After the usual leave-taking had finished the Colonel proceeded on board the W.D. vessel *Omphale*, the Royal Artillery flag breaking out from the mast head as he stepped on board. To the strains of "Auld Lang Syne" the vessel steamed slowly away from the pier.

Colonel and Mrs. Loring received the good wishes of the R.A. Officers and their ladies before leaving the *Omphale*. On the *Omphale* leaving the side of the *Kalyan*, a large string of crackers was fired on board as a salute to the departing Colonel.

The *Kalyan* was escorted by the *Omphale* down the harbour as far as opposite the Harbour Office, where the strains of "Auld Lang Syne" loud cheering and a farewell salute with crackers and bombs the vessel returned to Murray Pier to disembark the Officers and ladies.

Colonel Loring was promoted Lieut. Colonel on July 13th, 1917, and by a recent Army Order is placed on half pay from July 12th, 1921, after four years in the rank. He has been succeeded in the command of the Royal Artillery by Lieut. Colonel Sanders, D.S.O., recently promoted.

IT IS AN INSULT TO THE COMMUNITY NOT TO SIGN THE PETITION FOR MORE POPULAR REPRESENTATION.

AN AFTERNOON CALL.

THE GAMBLERS RECEIVE THEIR "FRIENDS."

Sixteen men gathered round a table in a upper room at 140, Wellington Street, on Friday afternoon, all taking part in a game of dominos and staking money on the issue, with one consent denied before Mr. Orme as the Magistrate, next morning, that they were gambling. They did not explain what harmless pursuit occupied their "pleasant Friday afternoon," possibly the gambling instance was still upper most and they only wanted a run for their money and so prolonged the proceedings by pleading "not guilty."

Sgt. Stinson was in charge of the raid and a Chinese constable explained how it was brought to a successful issue. He went (in plain clothes) to the door and a woman inspected him through a peephole. She asked him who he was and he said he was looking for "Bo-and-Bo" (the Chinese equivalent of "Bill Smith"). "What are you to him?" inquired the woman. "I am his friend," replied the cunning constable. "Then, apparently," the woman said, "Pass friend, or words to that effect, and they went in and watched the game for a little time, until the main body of constables arrived."

"How did they get in?" asked the Magistrate.

"I told the woman there were some more friends coming," replied the constable.

At \$3 a head for the rank and file of the gamblers and \$25 each for the "banker," and the woman who ran the place, the afternoon proved a profitable one — to the Government.

CHILD ROBBED IN PEDDER STREET.

"MEAN AND DASTARDLY ACT."

"It was a mean and dastardly act," said Mr. R. E. Lindell, at the Magistrate, on Saturday, in sentencing an Indian to twelve months' hard labour and 10 strokes of the birch for snatching a tiny gold earring from the ear of a Chinese child, aged 11 years. The incident took place in Pedder Street, near Binko Pier, at a quarter past seven o'clock on Friday evening. The child's car was hurt by the prisoner's violence.

The police mentioned that the man was drunk when brought to the Central Police Station, and the man himself told the Magistrate that he did not remember anything about the affair.

"Drunkness is no excuse for a crime of this sort," said the Magistrate, in passing the sentence already mentioned.

FIVE HUNDREDS FOR TEN. STORY OF A FAKED NOTE.

The charge of unlawful possession of a \$10 note, converted by pen alterations into one for \$500, was further investigated by Mr. R. E. Lindell, at the Magistrate, on Saturday.

The story had to be unravelled beginning at the wrong end, so far as clearness was concerned. The Court first learned that a man, running, was arrested by a constable and dropped the faked note. The man said he dropped it accidentally.

Further evidence was to the effect that the defendant and another man were partners on a "fifty-fifty" basis, trading in opium in Wuchow. The partner had been swindled in Canton by receiving the faked note in connection with a deal. Returning to Hongkong, he asked his partner, the defendant, to share his loss. The latter was very sarcastic and told his partner he would not help him as he should not have been taken in by such an obvious fake. The two quarrelled, the defendant was chased out of the place with the note in his hand, and ran into the arms of the policeman, the first witness in the case.

The Magistrate said the defendant's story was probably a true one, and discharged him. The note was ordered to be destroyed.

A STRANDED SEAMAN.

HIS SHIP DESERTED HIM.

The police asked Mr. Orme, on Saturday, to send to the House of Detention an Italian seaman charged with being a deserter from the s.s. *Scelia*. He would be sent back to Italy by the s.s. *Trieste*, on August 18th.

The sailor, through Mr. Huang, who interpreted, said he was not a deserter; the steamer went away without him.

The Magistrate: Tell him he is now committed to the House of Detention till the steamer comes back and fetches him.

The interpreter reported that the sailor's response to this was that he would like to stay in a hotel and the shipping company ought to pay for it.

When he saw that the Court was amused at this suggestion the sailor, smiled pleasantly, glad to have contributed to the gaiety of nations.

The Magistrate, however, could not see his way to vary his order and "commit" the sailor to a suite of rooms at the Hongkong Hotel. He will have to be content with humbler accommodation in a Government "hotel."

SPORT.

KOWLOON CRICKET CLUB.

LAWN BOWLS LEAGUE.

A League match was played on Saturday between the Tai Koo Bowling Club and the K.C.C., which resulted in a win for the former.

Appended are the scores:—

NO. 1 RINK.

Tai Koo.	K.C.C.
T. Grimshaw.	J. M. Jack.
D. Morrison.	P. W. Hamsey.
N. Drummond.	H. Overy.
J. Ferguson.	J. Gibson.
(Skip) 30	(Skip) 10

NO. 2 RINK.

W. Weir.	R. C. Hunter.
G. Morrison. <td>W. T. Elson. </td>	W. T. Elson.
H. Wallace. <td>J. P. Robinson. </td>	J. P. Robinson.
A. Hamilton. <td>A. G. Fife. </td>	A. G. Fife.
(Skip) 34	(Skip) 14

NO. 3 RINK.

J. Russell.	H. E. Stevens.
T. Young. <td>J. Hyde. </td>	J. Hyde.
J. MacLachlan. <td>J. Stalker. </td>	J. Stalker.
W. Wotherspoon. <td>J. McMurtrie. </td>	J. McMurtrie.
(Skip) 40	(Skip) 9

THE COLONY'S FINANCES.

EXPENDITURE HIGHER THIS YEAR.

A statement of the revenue and expenditure of the Colony for the month of April, issued in the *Government Gazette*, shows that the revenue for the month was \$1,397,190, as compared with a revenue for the corresponding period of last year of \$1,219,398. For the first four months of this year the Government received \$4,953,129 as against \$4,984,169 for the first four months of last year.

The expenditure during April was \$1,342,639 as compared with \$1,110,393 for the same month last year. Up to the end of April the Government had spent \$4,391,336 as against \$3,590,745 for the first four months of last year.

The Colony, at the end of April, had a balance of assets over liabilities of \$5,052,058.

BANK NOTES IN CIRCULATION.

MONTHLY BANK RETURN.

The returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended July 31st, 1921, as certified by managers of the respective banks:—

Banks.	Average in Amount.	Specie in Reserve.
Chartered Bank of India, Australia, and China	11,765,214	5,700,000*
Hongkong and Shanghai Banking Corporation	35,027,225	23,500,000†
Mercantile Bank of India, Ltd.	1,265,585	550,000‡
Total	\$48,058,024	\$29,750,000

*—Sterling Securities deposited with the Crown Agents valued at £560,000.

†—Securities with the Crown Agents and Straits Government £1,100,000.

‡—Securities with the Crown Agents £180,000.

SERVANT GIRLS OR SLAVES?

(CONTINUED.)

This much agitated question was the subject of a small public meeting held here on July 30th, and, though votes were taken at the meeting on certain questions, the answers to which were in the negative, the main question cannot yet be regarded as settled.

The first question put was, according to the English version: "Is it a fact that servant girls are brought up for prostitution?" This was explained as meaning: "Is it the practice of those who take such servant girls to bring them up as prostitutes?" To this the obvious answer was: "No." If the question had been: "Is it a fact that many people bring up their *mai sui* (peis) and dispose of them as prostitutes?" the answer would have been: "Yes."

The second question was: "Are servant girls slaves?" The answer to this is supposed to have been: "No." If the question had been: "Are *mai sui* (peis) of the same class as slaves?" the answer would have been: "Yes."

If the *mai sui* are recognised as *pei*, then there is no getting away from the stigma of slavery. In dictionaries "a *pei* slave" means male and female slaves. *Pei* is a slave girl, a maid-servant, a lowly or base woman, a female slave.

The "no" slaves are slaves in perpetuity and to all generations; the "pei" are not, but are free when married. Therefore they are not the same as slaves though they are of the same class. From what was said on Saturday a stigma often attaches to these girls after marriage.

There are, of course, many Chinese masters and mistresses who treat their very young slaves, both while they are in the house and after their marriage, in a humane and just manner.

Similar remarks might be made about questions numbers three and five.

The fourth question was: "Has the Chinese Government passed any law to abolish the practice of keeping servant girls?" (peis)

The Hon. Mr. Lau Chu Pak went carefully and exhaustively into this part of the subject, and stated that there never has been such legislation. Possibly, even if this is true, because the Chinese Government has never had the matter forced upon it, though there seem to have been cases where restrictions were made. The *pei* were useful and cheap servants, and why should officials suggest that the system of buying them should be abolished? They were weak, and could not combine or state their grievances, so how was it likely that there should be legislation in their favour? It is stated that some legislation exists on the subject, but it is not readily obtainable.

If the Republic had had an opportunity to do so, it would before now have brought in legislation on this subject, but up to the present the Government of China, since the revolution, has been mostly military, and the Republic has not yet had a chance to show what it would do. There is every reason to suppose that, as soon as, if ever, the Chinese Republic becomes an accomplished fact, the necessary legislation in favour of these girls will be enacted. Already, it is said, compulsory education has begun in one part of the city of Canton, and when owners have to educate their *pei*, they will not be so likely to purchase them.

It was interesting to hear that some masters educate their *pei*, and it would be more interesting to know how long such a practice has prevailed amongst the Chinese.

It is abundantly evident that this system lends itself to all the abuses that are charged against it, and, as long as it exists, it will be difficult to stop them.

It has been suggested that a Society for the protection of *pei* should be organised in the Colony, but this would be to recognise and perpetuate the system.

If it were a Society for the protection of children, and prevention of cruelty to children, it would be a much better proposal.

Mr. Chao Kang Yue (Tong Yung) stated that he gave up the practice thirty years ago, and returned all his *pei* to their families, as he could not bear the thought of breaking up family life, and on that account he is opposed to the practice. He seems, however, to have voted in the negative.

It has been suggested that if the practice were stopped it would be necessary to put away all the *pei* in Hongkong, amounting to several thousands (exact figures are not known). It does not seem that this would be a necessity. Legislation might be made for the future, the practice might be stopped, and no one should be allowed to bring *pei* into the Colony. Those at present in the ownership of people might be dealt with individually, or the basis of holding the present *pei* might be changed. There would be no need to dislocate so many households and throw so many children on to other lines and help them to better conditions.

There is too much of the appearance of "the pound of flesh" about this system for it to pass permanently under the name of philanthropy. The temptations of a man are great; but with a number of young girls in his house, who are in his power, they must be greater still, and the controlling factor of the fear of the wife is not always sufficient to keep him from malpractice. What can the girl do in such a case?

The time seems to be ripe when we should "save the children." In connection with the late famine in the North, Chinese officials are reported to have said: "There are too many people in China; the loss of a few million will leave more room for those who remain." Children at home are giving money for the "save the children movement," which is not confined to one country or continent. This movement will spread, and children will be saved not only from starvation but from excessive druggery, and cruelty and oppression, and even, perhaps, from vice. This Colony has too many child workers, and this problem must be dealt with, if for no other reason than on account of its economic importance.

There is much to be done before all the problem of child salvation is solved, but the present is the time to deal with this particular branch of it, and it is to be hoped that the Government will realize that the real outcome of Saturday's meeting was to condemn the system, though the apparent result was to negative the charges against it.

Men cannot support their families, and therefore sell their children, and the vicious circle continues.

(Continued at foot of next column.)

ANTHRAX DANGERS.

THE RISK OF USING CHINESE HORSEHAIR.

As the result of a further investigation, the Home Office Departmental Committee on Anthrax report that it has been clearly demonstrated that the process devised for the disinfection of wool is efficient as a method of disinfection of horsehair, and that it can be satisfactorily applied without causing manufacturing difficulties. Certain modifications are necessary in the case of tail but these are simply due to manufacturing necessities, and not to defects in the process. The Committee are, therefore, unanimous in advising that this process is suitable for adoption as a method for the compulsory disinfection of horsehair.

The fact has, however, been brought to our notice that large quantities of drawn hair, i.e., partly manufactured hair, are now imported from China, and further that consignments of shaving brushes made from infected hair are arriving in this country. The preparation of horsehair in China has now become established, and the trade in hair partly manufactured in that country is likely to increase at the expense of the raw hair trade. The satisfactory disinfection of such prepared hair and of shaving brushes is impracticable, while the danger to consumers is very great. Two courses only are possible, namely, (1) total prohibition of the import into this country of any manufactured or partly manufactured hair, and of goods composed or partly composed of foreign horse or goat hair; or (2) the establishment, in the countries from which such goods are imported, of disinfecting stations under the control of a central authority invested with the power to enforce disinfection of the raw hair before manufacture. This is a matter of international concern.

The Committee have not gone into the question of the varieties of horsehair which should be compulsorily disinfected. These are questions which ought to be dealt with by a central authority. Russian, Chinese, Siberian, and Asiatic horsehair generally are, however, certainly dangerous, and they recommend that the proposals contained in the report on anthrax should be read as if these varieties of horsehair were included in the terms, "wool and hair" and "materials."

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LORD KITCHENER'S DEATH.

GERMAN ACCOUNT OF MINELAYING.

A dispatch to the Philadelphia *Public Ledger* from Berlin alleges that the German Admiralty has now cleared up the mystery of Lord Kitchener's death. It states that on May 29th, 1916, the German submarine W.76, under the command of Lieutenant-Commander Kurt Wetzlar, laid 24 mines in the vicinity of the spot where the *Hampshire* sunk. Four days before (three days before the loss of the *Hampshire*) a chartered mine-sweeper was sunk by one of these mines, but the news apparently, according to the German version, did not reach Admiral Jellicoe or was overlooked by him in the confusion over the Battle of Jutland, because he ordered the *Hampshire*, which was expected to carry Mr. Lloyd George as well as Lord Kitchener, to follow a course west of the Orkneys, on the assumption that German submarines were not operating so far north.

The Archbishop of Canterbury, presiding at the Canterbury Diocesan Conference, which opened at Canterbury on June 30th, made a speech on the progress of the Lambeth Appeal. In the course of his remarks he said they would certainly not remain long without important tidings from China and Japan. Time has hardly sufficed as yet for our knowing adequately about the reunion movements, either in the Nippon Seiki Kakuei—the Japanese branch, that is, of the Anglican Communion—or in the General Synod of the Chinese Church, but the Synod had passed resolutions welcoming the Appeal and securing its circulation among the different churches in China.

It is not, as a rule, philanthropy that is the basis of the purchase of these girls; at the best it is generally commercial advantage. Philanthropy would accept them on other lines and help them to better conditions. There is too much of the appearance of "the pound of flesh" about this system for it to pass permanently under the name of philanthropy.

The temptations of a man are great; but with a number of young girls in his house, who are in his power, they must be greater still, and the controlling factor of the fear of the wife is not always sufficient to keep him from malpractice. What can the girl do in such a case?

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Carpets

We have recently received a new Stock from England, so are now in a position to invite inspection of this department.

Seamless Axminster Carpets, which are woven in one piece; and in sizes suitable for any average room.

Boultonia Carpets—a machine-made article presenting many unique features of the more expensive Eastern productions.

Wilton and Tapestry Carpets which are ideal for moderate wear in any room.

Art Carpets—Specially recommended for bedrooms. These are made in beautiful and Harmonious Colourings at a very low figure.

Anglo-Orient Reversible Rugs giving 2 wearing surfaces instead of the usual one.

Mohair Rugs in all colours.

We have also a few Body and Border squares which we are offering at prices below to-day's cost.

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[84]

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HAVE JUST RECEIVED A SMART SELECTION

OF THE POPULAR BATSWING BOW TIE.



These are exclusive goods and are distinctive in Quality and Design.

WE INVITE INSPECTION.

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NEW ADVERTISEMENTS

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co's Steamer
"DUNERA"
Arrived Hongkong, on Aug. 6th, 1921
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—
From MARSEILLES ex S.S. "KARMA"
From Persian Gulf ex B.L.S.N. and B. & P. S. N. Co's Steamers.

Optional Goods will be landed here unless instructions have been given to the contrary, six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to re-shipment at any time.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, August 7th, 1921. [1235]

NOTICE TO CONSIGNEES.

OCEAN STEAM SHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LTD.

CONSIGNEES per Company's Steamer

"BURYFUS"
FROM NEW YORK.

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk. The Cargo will be ready for delivery from Godown on and after 5th August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10 A.M. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the steamer's Godown and all goods remaining undelivered after the 11th Aug. will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th Aug., or they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

BUTTERFIELD & SWIRE,
Agents.
Hongkong, August 5th, 1921. [1294]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM JAPAN & SHANGHAI

THE Steamship

"KUN-SANG"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Goods not cleared by the 8th Aug., at 5 P.M. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., General Managers.
Hongkong, August 1st, 1921. [1173]

SALE BY TENDER OF H.M.S.

"ROSARIO."

TENDERS are invited for the purchase of the above-named Ship with ENGINES and BOILERS and Various Auxiliary Machinery on board, as she lies at the Naval Anchorage, Kowloon.

Full particulars of the Ship, conditions of sale, and permits to view the ship may be obtained on application to the undersigned.

Forms of Tender will be issued on application subject to payment of a deposit of \$100 which will be returned if Tender is not accepted.

The vessel will be on view from the 1st to 31st August inclusive between the hours of 10 A.M. and 4 P.M. and Tenders must reach the Commodore's Office not later than 12 Noon on THURSDAY, 1st September, 1921.

Length overall ... 204 ft.
Length between Perpendiculars ... 180 ft.
Breadth, extreme ... 33'0"

Depth under Side of Keel to Upper Deck (amidships) ... 17'0"

Nominal Displacement ... 980 tons
Propelling Machinery ... Triple expansion (1400 H.P.)

Diameter of Cylinders—18", 26", & 42"
Stroke 2'0"

Boilers—Bellefonte Water Tube 3 No.
H. G. LOWE,
Naval Store Officer.

H.M. Naval Yard,
Hongkong, July 20th, 1921. [1279]

SEAMEN'S INSTITUTE

21, PRATA EAST, HONGKONG.

FOR the use of all Men & the Mercantile Marine and H.M. Navy.

Reading and Writing Rooms; Billiard Room; Officers' Room; C.P.O.'s Room; Restaurant; Joiner Hall; Church.

Private Cabins and beds in Dormitories
Motor Launch "Daydreaming."

INTIMATIONS

WARNING.

NOTICE IS HEREBY GIVEN that the exclusive exhibition rights for China of the Charles Chaplin film called "THE KID" is the property of the FUSAR NATIONAL EXHIBITORS Circuit and that these rights have not been sold or leased to any person or firm in China.

Proceedings will be taken against anybody exhibiting fraudulent or stolen copies of this film in China.

A KRISSEL
Counsel for
First National Exhibitors Circuit.
Shanghai, July 10th, 1921. [1349]

HONGKONG HOTEL COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the HONGKONG HOTEL, Pedder Street, Victoria in the Colony of Hongkong, on WEDNESDAY, the TWENTY SEVENTH DAY OF JULY, 1921, at Noon, for the purpose of considering, and, if thought fit, adopting the draft new Memorandum of Association of the Company which will be submitted to the Meeting. A print of such draft new Memorandum of Association of the Company may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, and a comparison of the print of the existing Memorandum of Association with the draft new Memorandum of Association will show wherein the draft new Memorandum of Association differs from the existing Memorandum of Association. Should the Meeting approve of such new Memorandum of Association with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(1) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this Meeting.

and also for the following further purposes, namely:—

For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the Meeting. A print of such new Articles and a print of the Company's existing Articles may be seen at the Company's Registered Office in the Hongkong Hotel, Pedder Street, and a comparison of the print of the proposed new Articles with the existing Articles will show wherein the proposed new Articles differ from the existing Articles. Should the Meeting approve of such new Articles with or without modification, the subjoined Resolution will be proposed as an Extraordinary Resolution, namely:—

(2) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof, be and the same are hereby adopted as the Articles of the Company, to the exclusion of and in substitution for all the existing Articles thereof.

AND NOTICE IS HEREBY ALSO GIVEN that a SECOND EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, on SATURDAY, the THIRTEENTH DAY OF AUGUST, 1921, at Noon, for the purpose of receiving a report of the proceedings at the above mentioned Meeting and of confirming, if thought fit, as Special Resolutions, the above mentioned Resolutions (Nos. 1 and 2).

Should the first of the above Resolutions (No. 1) be confirmed as a Special Resolution in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hongkong for confirmation.

AND NOTICE IS HEREBY ALSO GIVEN that the said SECOND EXTRAORDINARY GENERAL MEETING to be held as aforesaid will, be continued for the purpose of considering, and, if thought fit, passing the following further Resolutions as Extraordinary Resolutions, namely:—

(3) That each of the existing 20,000 fully paid up shares of \$50 each constituting the Company's present Capital of \$1,000,000 be divided into 5 fully paid up shares of \$10 each so as to make such Capital \$1,000,000 consisting of 100,000 fully paid up shares of \$10 each.

(4) That after the division aforesaid, the Capital of the Company be increased from \$1,000,000 consisting as aforesaid, to \$2,500,000 divided into 250,000 shares of \$10 each by the creation of 150,000 new shares of \$10 each—such new shares (subject as hereinafter mentioned) to be issued at such time or times and on such terms and conditions in every respect as the Company's Board of Directors may think fit.

(5) That it is desirable to capitalise the sum of \$1,000,000 being part of the undivided profits of the Company standing to the credit of the General Reserve, and accordingly that for the purpose of effecting such capitalisation such sum of \$1,000,000 be distributed as bonus among the shareholders of the Company in proportion to the shares in the Company's present Capital of \$1,000,000 held by them respectively on the date hereinafter referred to, and that a bonus be declared accordingly. And further that the Company's Board of Directors be and they are hereby authorized to satisfy such bonus as far as possible by the distribution in manner aforesaid of 100,000 shares of \$10 each credited as fully paid up among the persons who are registered as the holders of the shares constituting the Company's present Capital of \$1,000,000 on such date as the Company's Board of Directors shall decide—such last mentioned shares to rank pari passu with the shares constituting the Company's present Capital of \$1,000,000 in respect of all profits of the Company earned since the 31st December, 1920, and such distribution to be in satisfaction of the aforesaid bonus.

AND NOTICE IS HEREBY ALSO GIVEN that a THIRD EXTRAORDINARY GENERAL MEETING of the Company will be held at the HONGKONG HOTEL, Pedder Street, on WEDNESDAY, the THIRTY-FIRST DAY OF AUGUST, 1921, AT NOON, for the purpose of receiving a report of the proceedings at the above mentioned Meeting in so far as regards Resolutions Nos. 3, 4 and 5 above and of confirming, if thought fit, such last mentioned Resolutions as Special Resolutions.

Dated this Fourteenth day of July, 1921.
By Order of the Board,
J. H. TAGGART,
Manager.

1123

INTIMATIONS

NOTICE.

WE have this Day transferred the Agency of the QUEEN INSURANCE CO. to Messrs W. R. LOUIE & Co.
E. D. SASSOON & CO., LTD.
Hongkong, August 1st, 1921. [1377]

NOTICE.

WE have to announce that we have taken over the Agency of the NORWICH UNION INS. SOCIETY, LTD., from Messrs. DAVID SASSOON & Co., Ltd., as from the 1st August, 1921.

REISS & CO.
(Russo-Bass, Ltd.)
Hongkong, August 4th, 1921. [1290]

NOTICE.

WE have made a REDUCTION of 15% on all SMOKEING requisites from August 4th to August 18th.

TABAGUERIA FILIPINA.
[1293]

THE HONGKONG, CANTON & MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

AN INTERIM DIVIDEND OF ONE DOLLAR per Share for the six months ending 30th June, 1921, will be Payable on TUESDAY, August 9th, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from TUESDAY, August 2nd, to TUESDAY, August 9th, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order of the Board of Directors,
G. E. ELLAMS,
Acting Secretary.
Hongkong, July 18th, 1921. [1197]

HONGKONG TRAMWAY COMPANY, LIMITED.
(Incorporated in the United Kingdom.)

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND of ONE SHILLING per Share on account of the year 1921 has been declared.

The DIVIDEND will be payable on and after WEDNESDAY, the 24th day of August, 1921, to Shareholders on the Register on TUESDAY, the 9th day of August, 1921, and will be paid to Shareholders on the Colonial (Hongkong) Register at the exchange rate of 2/7 per Dollar.

By Order of the Board,
W. E. ROBERTS,
Secretary.
Hongkong, 25th July, 1921. [1233]

DAIRY FARM NEWS
FRESH AUSTRALIAN BUTTER

"DAISY" BRAND ... \$1.45 per lb.
"DAIRY MAID" ... \$1.35 per lb.
"PASTRY" ... \$1.15 per lb.

CHEESE
GOLDA (Full Cream) ... \$1.25 per lb.
AUSTRALIAN CHEDDAR ... \$1.00 per lb.
PICNIC (own make) ... \$0.50 a jar.
COTTLEMASTER (own make) ... \$0.40 per pat.

FISH
FILLETS ... 80 cts. per lb.
HADDOCKS ... 70 cts. per lb.
KIPPERES ... 60 cts. per lb.
RED HERRINGS ... 30 cts. per lb.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

PREPAID "WANTED" ADVERTISEMENTS

Letters are lying at this Office for
Bore CK, KK, LM, LN, LR, LU,
LW, MA, ME, MP, A, 50.

WANTED.—Competent STENOGRAPHER with knowledge of filing—Apply Box MN, c/o Daily Press Office. 95

WANTED.—Married Couple require Small FURNISHED FLAT or Apartments, Mid-level or Peak, with bath and small house. Apply Box MI, c/o Daily Press Office. 88

WANTED.—YOUNG BRITISH HERB, Public School education, and war service, ex Rubber Planter, some knowledge Accounts, Office routine, speaks French, Malay, Tamil, seeks employment any capacity, Hongkong or Coast Ports—good references. Reply Box MO, c/o Daily Press Office. 86

FOR SALE.—A STEWART TERRACE, Peak.—Apply to H. E. POLLOCK, Francis Buildings. 97

FOR SALE.—ONE LEVIS MOTOR CYCLE, just arrived, latest Model, two Speed Gear, 276. Apply Box MI, c/o Daily Press Office. 91

TO LET.—FOUR ROOM FURNISHED FLAT, on Kennedy Road. For Six Months. Immediate Possession. Reply Box MP, c/o Daily Press Office. 93

TO LET.
GODOWN at Yau-mat.

For particulars apply to—
THE HONGKONG LAND RECLAMATION CO., LTD.

1146

INTIMATION

MORNY FAON POWDER

TOILET WATERS

PERFUMES

DUSTING POWDERS

SOAPS

We have just received a ship-

ment of the above from

MORNY FRERES LTD. of

London and Paris.

A. S. WATSON & CO., LTD.

HONGKONG DISPENSARY

Telephone 13.

HONGKONG OFFICE: 10A, DES VOUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 8th, 1921.

THE BRITISH NAVY.

The statement made to the House of Commons by Colonel AMERY in presenting the Naval Estimates is one of great interest to the whole world at the present time, from more than one point of view. In the first place it shows that, after exhaustive investigation on the subject, the Admiralty has decided that the big ship is not yet obsolete. Nothing, we are told, emerged from these searching investigations to change "the generally and universally-accepted conclusion that the capital ship is still the basis of sea power." During the past year of so there has been so much discussion of the building programmes of the principal Naval Powers of the world that every newspaper reader is more or less familiar with the fact that the building programmes of the United States and Japan have already far outstripped Great Britain in the building of capital ships which the Admiralty are of opinion constitute "the basis of sea power." For an Empire which, above all others, depends on its sea-power for the protection of its widely-scattered Dominions, this is a matter of the gravest concern. If the naval requirements of the Powers are to be judged by considerations of the length of their coast lines, then it is obvious that the sea power of the British Empire should be maintained at a strength greatly in excess of any other Power in the wide world. The arguments for the old Two-Power standard were absolutely convincing from that point of view alone. Thanks to that policy the Empire was saved from destruction in the great test which began in 1914 and continued for nearly five years. We know now how well-founded were the beliefs that the navies of the Germanic Powers had been steadily developed with the object of breaking British naval defence as a necessary preliminary of a great scheme of Germanic aggression. The whole world

knows the tragic end of the effort. But the contest, while it lasted involved the British Empire and all the Powers engaged in the war in an expenditure of unprecedented millions on naval building, and when at length the war ended with the surrender of the entire naval fleets of the Germanic Powers, and the sinking of most of the ships at Scapa Flo, the illusion was cherished that now, at long last, the Powers could safely take up again the subject of a general restriction of armaments and relieve the taxpayer of the heavy burdens he had long been carrying for naval and military defence.

The war, however, had quite unexpected results in this connection. "The few hours' fighting at Jutland revolutionised ideas of armament and battleship design," and the United States and Japan embarked on building programmes enormously more costly than any which either country had hitherto assumed. We can hardly expect to have from either Power a perfectly honest explanation of the reasons for doing this: we have simply to face the facts. Great Britain is confronted with the simple fact that Japan is constructing eight of these post-Jutland battleships. One is already completed. The others will be completed in 1925, and money has been voted for eight more, to be completed in 1928—sixteen in all, America, not counting four

battleships of 32,000 tons equipped with 16in. guns, which are far more powerful than our last types, and will be completed at the end of 1924, has no fewer than twelve supreme engines of war, each of 43,000 tons. Great Britain has only one post-Jutland ship—namely, the "Hood" equipped with merely 15in. guns. This ship, it may be mentioned, was commissioned at a total outlay of 23,610,568, and the reader may be able to form from this some idea of what the more up-to-date capital ships are likely to cost. Great Britain has had no programme of new construction since the Armistice: she has contented herself with completing the vessels that were already in hand at the time of the Armistice. Her programme just announced is confined to four vessels of the "Hood" type with improvements in protection and armaments embodying the experience of the war. According to Colonel AMERY, who presented the Naval Estimates to Parliament, the risks we are taking by so restricted a policy could only be taken because "owing to the unique war experience of the personnel we are well ahead of other Powers for the next few years." There is, we suppose, the further consideration that the prospect of another war which will involve the whole strength of the British Navy is remote. However that may be, the British people throughout the world will not long remain content with such a policy if the impending Conference at Washington does not result in a halt, and something more than a halt, being called in the naval shipbuilding operations of the Powers who are now inviting a competition in armaments excellence in the burdensomeness of their character, as well as in their potential danger anything that existed prior to the great war from the dire effects of which the whole world is now struggling to recover.

It is notified, that the Board of Arbitrators appointed to determine the amount of compensation to be awarded in respect of the suspension of Lot No. 15, Survey District I, will be composed of Mr. E. W. Carpenter, (Chairman); Mr. E. W. Hamilton, nominated by His Excellency the Governor, and Mr. Tsang Chau, nominated by the owners. The Board will sit on Tuesday, August 18th, at 10.30 a.m., at the office of the District Officer, Southern District, Hongkong.

The Rev. Bishop Bannister has informed the Archbishop of Canterbury his desire to retire at the end of this year. Bishop Bannister has been a missionary in China for 41 years. He worked under the C.M.S. in Fukien from 1880 to 1897, the chief activities being in the district of Kuitien and in the Divinity School at Foochow. It was largely owing to his exertions and valuable assistance that H.M. Consul at Foochow was able to bring to justice the Kuchang murderers. In 1897 Mr. Bannister became Secretary of the C.M.S. in Hongkong, and in 1903 Archdeacon. In 1917 the new Diocese was consecrated on St. Andrew's Day.

It is officially stated that Crown Prince Hirohito is expected to arrive at Yokohama on September 9th, on his return from Europe.

The total output of the Kailan Mining Administration's mines for the week ending July 23rd amounted to 65,944 tons and the sales to 52,061 tons.

The meteorological report for July notes that on Sunday, July 24th, when a typhoon threatened the Colony, the velocity of the wind was forty miles an hour.

The engagement is announced of Dr. E. A. Wilson, elder son of Dr. D. Wilson, of Busboy Heath, and Mabel, elder daughter of E. A. Masoor, of Bushey, formerly of Shanghai.

The late Mr. Alfred Woolley, of the city of Ripon, Yorkshire, and of Kobe, Japan, agent of the Peninsular and Oriental Co., who died on December 23rd last, left gross estate of the value of \$14,503.

It is announced in the Government Gazette that the first-class ferry fare between Hongkong and Hungshum will be 8 cents instead of 5 cents as at present.

The big T.K.K. liner *Taiyomaru* was towed down the harbour to the vicinity of North Point, yesterday morning; presumably for safer anchorage in view of the wind prevailing in the harbour yesterday.

We have received from the Contest Committee a copy of the programme of the Far Eastern Championship Games recently concluded at Shanghai, showing the records which were made and other interesting information.

Count Ladislav Jezierski, the former general manager of the Russo-Asiatic Bank in Shanghai, has been created an Officer of the Legion of Honour, in Paris. Count Jezierski will be returning to Shanghai at the end of the year.

The Chairman and Council of the Royal Colonial Institute held a largely attended reception on July 4th at the Natural History Museum, London. Those present included many residents of the Far East who are home on leave.

An important step, a Home paper says, towards encouraging Chinese students to come to England, has been taken by British manufacturers, who have decided to allow them to enter British factories to complete their training.

Mr. Johan Herman Coolhaas, the Marine Superintendent or Nautical Inspector of the Java-China-Japan Line of Steamships, of Hongkong, has been granted letters patent for improvements in releasing apparatus for life-buoys.

Reports from the surrounding farming districts of Fatsan state that the early crop of rice that is now being harvested will be only half the normal yield. Consequently the price of this crop of rice is very high—from \$4.50 to \$4.70 per picul.

Rear-Admiral G. B. Powell, C.M.G., just advanced to flag rank, served in the China War 1900, and was severely wounded in the defence of the field guns at the Battle of Tientsin, when the Chinese rebels made a most determined onslaught on the guns.

The engagement is announced of Major Cyril Alexander Murray, D.S.O., the King's Own Scottish Borderers, and Marjorie Lilian, younger daughter of the late Dr. Jennings Miles, F.R.C.S., of Shanghai, and Mrs. Jennings Miles, 8, Newen-road, S.W.

A Chinese chauffeur, employed by Mr. J. M. Alves of No. 40, Austin Road, Kowloon, has reported an attack by two men, armed with daggers, whom he encountered at the junction of the Kowloon and Maitaukok roads. They stole his wrist watch and all the money he had.

Mr. V. G. Lyman has accepted the invitation of the Shanghai Municipal Council to fill the vacancy in the membership caused by the resignation of Mr. S. A. Ransom, upon his departure for America. Mr. Lyman will serve on the Health, Works, Band, Permanent and Foreign Educational Committees.

An Indian watchman, employed by the Hongkong Electric Light Co., who pawned part of his uniform and stole a coat from a clerk in the same employ, was sentenced to two months' imprisonment by Mr. Orme, on Saturday. The watchman mentioned that there had been several petty thefts at the North Point Power Station and the defendant had been brought to the police station twice before on suspicion.

Three more burglaries were reported during the week end. From the M.B.K. Mess in Macdonnell Road, a considerable number of small articles were removed from one of the rooms. The office of Mr. F. B. Frost of the Eastern Extension Telegraph Co. was entered and an electric fan stolen. From No. 103, Belcher Street clothing worth \$130 was taken by a burglar who obtained entrance by cutting away a window pane.

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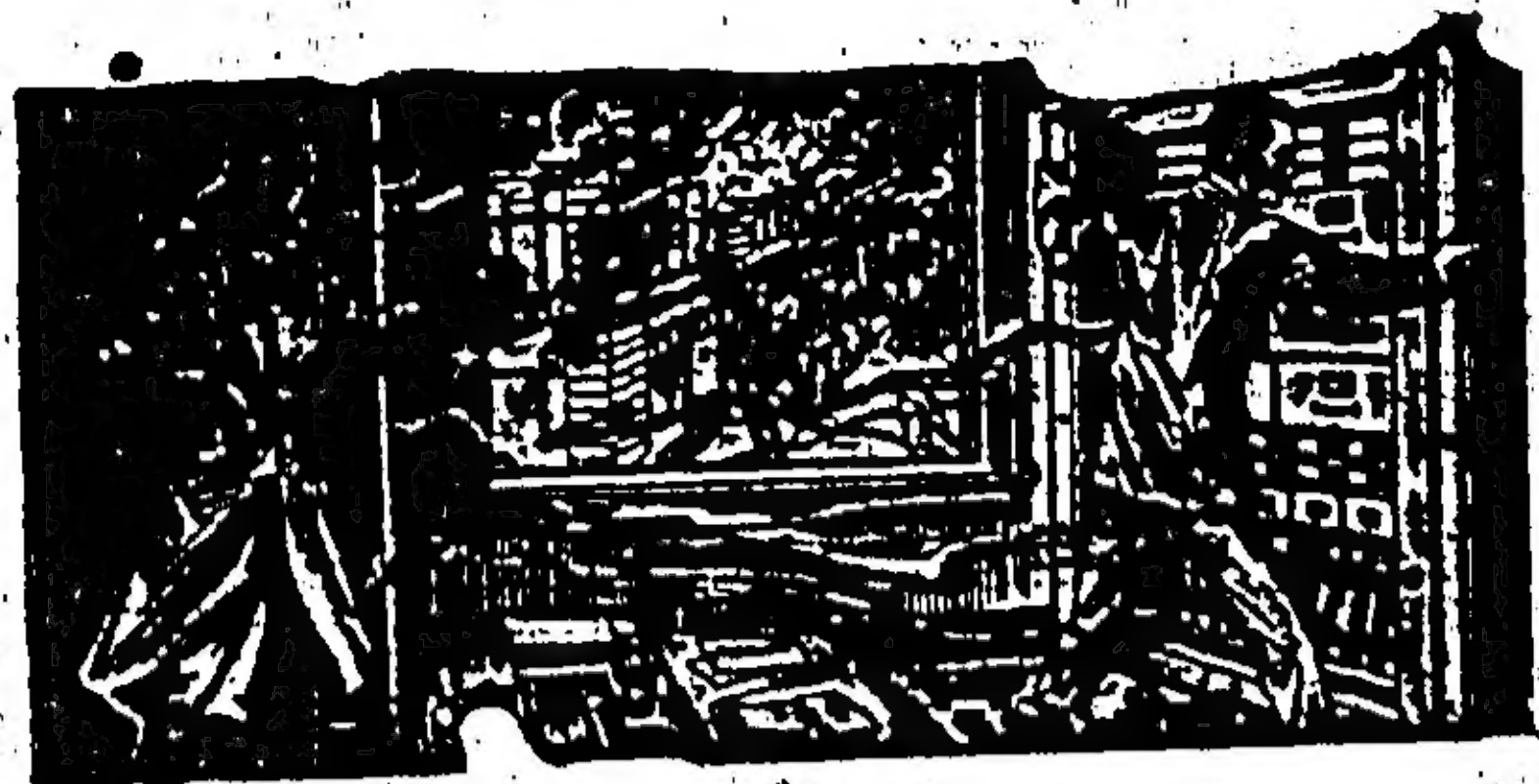
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LOST BUSINESS RECORDS A TAX PAID TO IGNORANCE.



HAVE YOU ALL THE RECORD PROTECTION THAT YOU NEED?

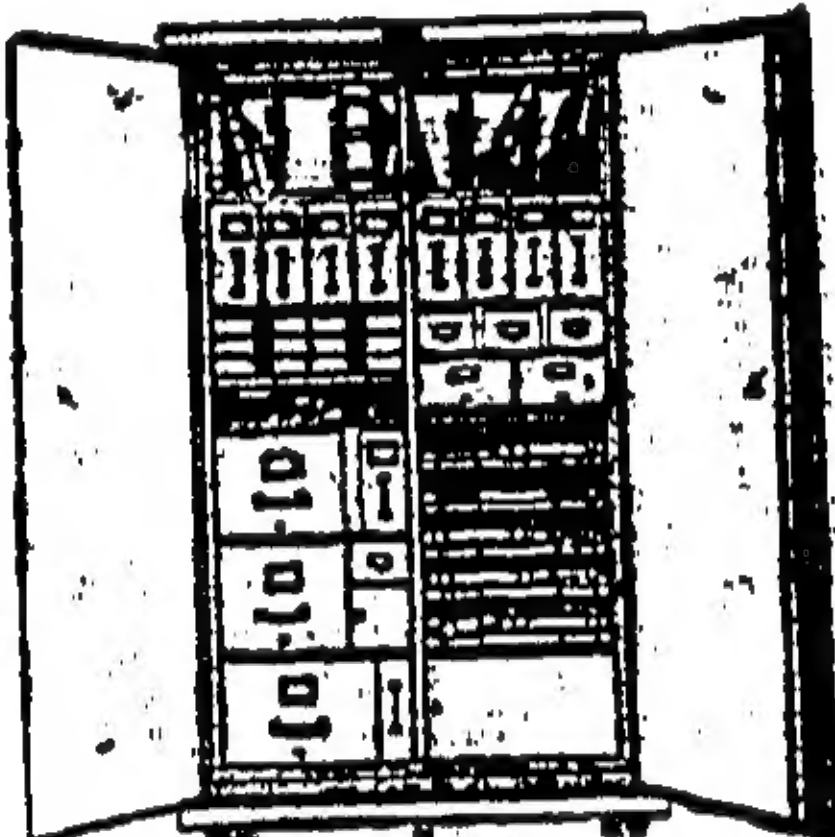
You are responsible for the records in your charge. You owe it to yourself and to your business to make sure that they will be safe when fire comes.

We inspect your building for fire hazards and show how they can be remedied or removed. We show you how your records can be made more accessible and be better filed. This service is rendered without charge.

Talk the matter over with our representative when he calls.

THE SAFE-CABINET "THE WORLD'S SAFEST SAFE"

THE FINEST
STEEL SAFE
BUILT WILL
ONLY STAND
60 MINUTES
FIERCE FIRE



THE SAFE
CABINET,
CLASS "A",
MUST STAND
A
FOUR HOURS
TEST; CLASS
"B" TWO
HOURS.

AGENTS FOR HONGKONG:

ALEX. ROSS & CO.,
25, DES VŒUX ROAD, C.

LIFTS

and

WAYCOOD-OTIS
ELEVATORS
FOR ALL PURPOSES.
For Quotations apply to the Sole Agents:-
DODWELL & CO., LTD.
MACHINERY DEPARTMENT.

Asahi Beer
SPECIALLY BREWED FOR EXPORT
DAI NIPPON BREWERY COMPANY,
LIMITED.
TOKYO, JAPAN.
SOLE AGENTS:
MITSUI BUSSAN KAISHA, LTD.,
HONGKONG.

PARIS FASHION NOTES.

(FROM OUR SPECIAL CORRESPONDENT, ISABEL RAMSAY.)

Paris, June 20th.
Everything will be shiny and glossy and brilliant this season. All that glitters will be not be gold, it is true, but instead it will be "craie." The most amazing materials and ribbons are to be seen, beside which the polished floors of France are dull. The word "craie" is employed because this was the first idea creators of such things had in mind when they launched their first length of shining ribbon on the fashion world, but "lacquered" would be a far better word to describe this second edition of their imagination and efforts.

The idea is mostly confined to black, but lately there is a good deal of raven and navy blues to be seen, and also reds that are quite startling in their novelty and brilliance. The black looks for all the world like a strip of asphalt, road on which the repairers have just poured a coating of hot tar; the black of it is intense and ripples and throws out fleeting shadows of light and shade. The red is like a piece of old Chinese lacquer whose owner spends his days polishing its smooth surface.

The essential difference, however, between this new variety and the old is that "craie" could be bought in quite a cheap quality and in texture was rather flimsy, whereas lacquered material or ribbon is inclined to be expensive and is very heavy and rich in texture. As thick as a board, the old expression women used to describe the quality of a material would suit admirably this particular type.

Now that there is a rage for frocks that are a combination of two or more materials this lacquered material is used more and more allied to another more or less dull one. Serge, gabardine, tussore, crepe de Chine, organdie—all these make effective, if rather unusual, combinations. Taffetas, on account no doubt of its resembling in stiffness and shininess this new lacquered tissue, is rarely used with it. There will be a sheath-like foundation of lacquered material and a top part of one of the other materials just mentioned, or else the order will be reversed and there will be a series of floating panels of lacquered material over a foundation of some dull one. A dress in some dull-faced tissue will be brightened by bands, revers, collars and cuffs or a wide belt with flowing ends of lacquered stuff.

As well as material of a heavy texture there is also a new kind of tulle called "celophane." This is like the old-fashioned araphane, only it is lacquered to such an extent that it sparkles like the wings of a dragon-fly. With this, hats are made or trimmed and dresses are ornamented. Not only are frocks trimmed with this diaphanous material but, if Madame's taste is inclined towards the fluffy and fly-away, she can choose a gown made entirely of celophane, toned down simply by a belt or a ribbon or two in heavy corded silk.

Parisians started by draping their hats and allowing the floating ends to hang over on one side, to blow into the face of their neighbours or else to entwine themselves round their necks; they have carried this mode to such extremes that one now sees yards of silks or ribbon trailing from the brim of a hat, and there is not a little minuet in Paris who does not boast a hat whose sole trimming consists of a length of the same material it is made of trailing out from the side as she trots round the capital. This whim having reached and even overstepped its limit of popularity, Parisians are now trailing things from their frocks. Everything is a vision of panels, floating draperies, billowing flounces and frills and lace or tulle wisps. This idea and that of embroidering everything are what occupy the minds of designers and dressmakers for the moment.

A phase of this prevailing fashion note is the skirt composed of a number of square pieces joined together. The idea to carry out when trying this experiment for yourself is to take four or any greater number of handkerchief squares, the length of side of which corresponds to the desired length of skirt, then join the top side of one to the top side of the other and gather the peaks, which will result into the waist belt. The effect will be that of a cloud of billowing material that will keep the slim silhouette of the wearer round the hips but afford a maximum of fullness round the knees. If even a great effect of volume is desired, this can be obtained by taking smaller squares and making a top and bottom row, one starting from the waist and the other from above the knees.

Sleeves, too, are following the example set by hats and frocks, and—when there are any—are no longer but a complication of draperies and flowing ends. Sleeves of lace or tulle will set off a frock of taffetas or crepe de Chine; long, very wide sleeves fall to cover the wrist, not a jot of their fullness being caught into a cuff or band. One designer recently created for a well-known actress a frock in crepe Georgette showing original sleeves of the same materials; about three yards length of this was taken for each and it was hung across the arm, reaching from the shoulder to the wrist; it was then rucked slightly and caught in on the under side so as to mould the shape, the remainder of the material hanging down in long panels. Angels' sleeves, bell sleeves, and handkerchief sleeves are all to be seen on the modern woman of fashion. There is also an inclination towards that becoming type of sleeves which fits in tightly to the arm and ends in a peak or a curve well over the hand. This, however, is far from being general, and when sleeves are not in the one extreme of being loose and voluminous they are the other of being nothing at all, or at most a negligible affair, a few inches long, that just cups the elbow and no more. For the party frocks of Miss

(Continued at foot of next column.)

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Hongkong, July 14th, 1921.

Sixteen there are quaint little puff sleeves finished with a narrow frill. Another quaint notion, to be worn rather by grown-ups, is the sleeve that is scooped out so as to show the tip of the shoulder, the remainder forming a band that is a continuation of the corsage, and the lower part of the sleeves forming also a band encircling the arm. Sleeves treated in this way must be very short, and they must also be of the kimono variety and fairly tight-fitting. As a matter of fact, very little else is worn for the moment.

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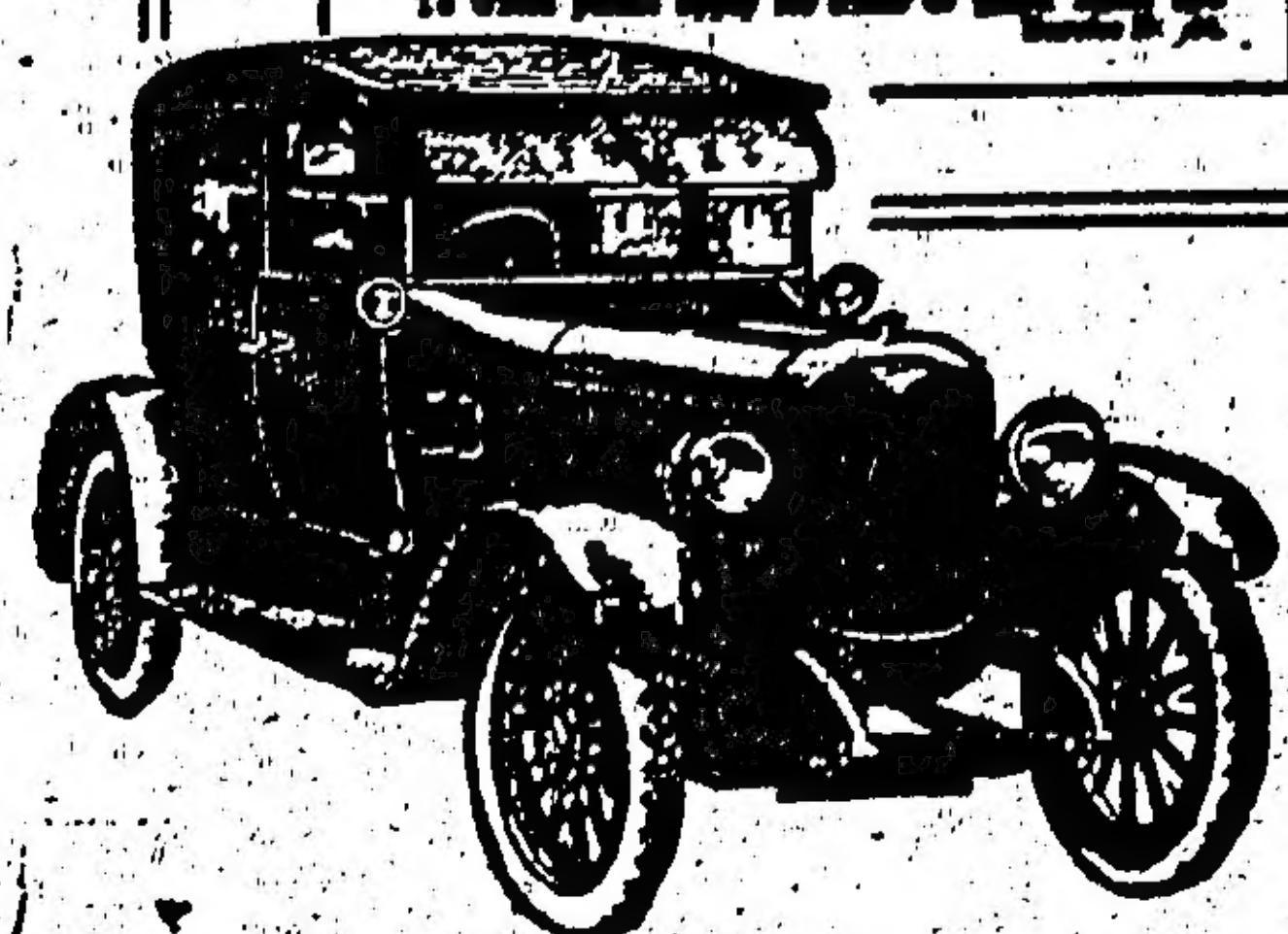
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SHIPPING NEWS

ARRIVALS

August 6th.

Asia, Chinese str., 685 tons, Capt. Luthovetsky, from Saigon, with rice.
Kang Yuen, Chinese str., 536 tons, Capt. Leung Long, from K. C. Wan, with a general cargo.—W. Hing & Co.
Mohu, Chinese str., 761 tons, Capt. A. Cornelius, from Haiphong, with rice.—Tung Tak S.S. Co.
Yingchow, Chinese str., 313 tons, Capt. Kwok Shan, from Haiphong, with a general cargo.—Eastern Nav. Co.
Taiyo Maru, Japanese str., 9,453 tons, Capt. S. Togo, from San Francisco and Manila, with a general cargo.—Toyo Kisen Kaisha.
Tai Yung, British str., 816 tons, Capt. E. C. Kiddle, from Swatow, with a general cargo.—Carmichael & Clarke.

August 8th.

Chongching, British str., 1,256 tons, Capt. T. Croft, from Weihaiwei, with a general cargo.—J. M. & Co.
Dunera, British str., 3,420 tons, Capt. Walker, from Bombay and Singapore, with a general cargo.—P. & O. S. N. Co.
Hancho, British str., 899 tons, Capt. McEachern, from Canton, in ballast.—B. & S.
Jude, French str., 331 tons, Capt. Nicolai, from Peking, with a general cargo.—Kai Yee.
Lushan Maru, Japanese str., 1,504 tons, Capt. T. Yasukawa, from Canton, with a general cargo.—N.Y.K.
Shima Maru, Japanese str., 1,155 tons, Capt. R. Aikawa, from Hongkong, with coal.—Suzuki & Co.
Suyung, British str., 1,504 tons, Capt. Shane, from Canton, with a general cargo.—B. & S.
Tower, British str., 5,730 tons, Capt. Arthur L. Gordon, from Vancouver and Kutchinot, with a general cargo and flour.—B. & S.
Toda Maru, Japanese str., 1,352 tons, Capt. S. Hamazaki, from Wakamatsu, with coal.—M.B.K.
 August 7th.
Kwai Wah, Chinese str., 402 tons, Capt. Kwok Kai, from Tourane, with a general cargo.—Wai Hing.
Mogami Maru, Japanese str., 1,333 tons, Capt. Matsumoto, from Keelung, with coal.—M.B.K.
Washing, British str., 1,160 tons, Capt. R. H. McNair, from Canton, with a general cargo.—J.M. & Co.

CLEARANCES

August 6th.
Chongching, for Swatow.
Chung Hing, for K. C. Wan.
Devanagiri, for Saigon.
Huddell, for Bangkok.
Huru Maru, for Chinwaning.
Huachie, for Swatow.
Huachie, for Foochow.
Kasjuku Maru, for Wakamatsu.
Kasjo Maru, for Swatow.
Kalpin, for Singapore.
Kongo, for Amoy.
Loretan, for Shanghai.
Montague, for Malacca.
Suwayn, for Shanghai.
Taiho Maru, for Canton.
Tienkong, for Hoihow.
Yueyung, for Hoihow.

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ARRIVALS

Per s.s. *Hathong*, on August 6th.—
 Messrs. J. H. Scott, W. E. Ford, N.
 Hashim, G. Berg and R. M. Talbot.
 Per s.s. *Dunera*, on August 6th.—Lt.
 J. S. Churchill, Mr. N. B. Doodha, Miss
 C. Hutchinson, Lt. W. R. M. Meyers,
 Mr. E. A. Spalding, Comdr. and Mrs.
 S. T. C. Hoort, Mr. J. H. Godasett, Mr.
 R. Ratnachand.

Per s.s. *Taiyo Maru*, on August 6th.—
 Mr. S. G. Binsing, Mr. L. C. Capderila,
 Mr. J. V. Claude, Mr. T. Daigo, Mr. F.
 Dennis, Mr. C. W. Eaton, Miss C. Gib-
 bings, Miss R. D. Hawood, Mr. J. M.
 Henry, Mr. H. Salen, Mr. J. K. W.
 Kehrer, Mr. E. Maurice, Mr. R. G.
 Miller, Mr. W. E. Nelson, Mr. H. Pease,
 Mr. M. Rasch, Mrs. F. C. Rivera, Mr.
 A. Sammet, Mr. E. N. Sellery, Mr. J.
 Spear, Mr. N. Spear, Jr., Mr. F. A.
 Stevenson, Mr. B. Stranders, Mr. G. E.
 Sturgis, Mrs. J. H. Taggart, Mr. G.
 Wood.

DEPARTURES

Per s.s. *Kalpin*, on August 8th.—Mr.
 J. Hagi, Mr. K. Fukushima, Mr. D.
 E. J. Grout, Master Charlton, Miss
 Williams, Mr. and Mrs. P. Olaguet, Capt.
 and Mrs. Bango, Miss Bango, Mr. Ruet,
 Miss Pringle, Mr. F. Jones, Mr. and Mrs.
 A. C. Nash, Mr. and Mrs. C. W. Bartlett,
 Lieut.-Col. W. Loring, C.M.G., D.S.O.,
 and Mrs. Loring, Miss R. H. Moody, Mr.
 A. Jenkins, Mr. and Mrs. John, Mr.
 and Mrs. H. P. Erwin, Mr. and Mrs.
 Vallin, Mr. A. de Rudder, Mr. Jensen,
 Mr. Cambridge, Mr. Reynolds, Mr.
 Ishikawa, Mr. W. E. Frazer, Miss A.
 Anderson, Mrs. Akerholm, Lieut. and
 Mrs. J. W. Hood, Mrs. J. Mackey, Miss
 Mackey, Miss E. and Miss J. Rogers,
 Miss Erikson, Mrs. Watson and child,
 Mr. and Mrs. Jackson, Mr. C. McDougall,
 Mr. L. Simpson, Mr. and Mrs. E. Ring,
 Mr. and Mrs. L. P. de Silva, Mr. and
 Mrs. G. F. Taylor, Sgt. Reid, Mr.
 Snowden, Mr. Lancaster.

STEAMERS' MOVEMENTS

The N.Y.K. s.s. *Fushimi Maru* (Ameri-
 can line) left Kobe, for this port via
 Nagasaki, Shanghai and Manila on
 August 5th, and is expected here on
 August 17th.
 The R.M.S. *Empress of Russia* arrived
 at Shanghai on August 5th, at 3.30 p.m.,
 was to leave there August 6th, at 11 a.m.,
 and due at Manila on August 9th, at
 6 a.m.

VESSELS EXPECTED.

A. *Apex* (British India), due August
 10th.
Elpenor (Blue Funnel), due August 20th.
Empress of Russia, due August 11th,
 8 a.m.
Fumaceus (Blue Funnel), due August 29th.
Eurymachus (Blue Funnel), due Sep-
 tember 3rd.
Glaucus (Blue Funnel), due August 14th.
Hakodai Maru (N.Y.K.), due August
 8th.
Inaba Maru (N.Y.K.), due August 18th.
Kamo Maru (N.Y.K.), due August 31st.
Klei (N.Y.K.), due August 18th.
Montague (C.P.O.S.), due August 14th.
Protestant (Blue Funnel), due August
 14th.
Pyrrhus (Blue Funnel), due September
 5th.
Taiwan, from Australia, due August
 20th.
Tango Maru (N.Y.K.), from Australia,
 due August 18th.

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E. Russia	Aug. 18	Sept. 3	E. Britain	Sept. 10	Sept. 16
Montague	Aug. 23	Sept. 16	Melita	Sept. 23	Oct. 1
E. Asia	Sept. 15	Oct. 3	E. France	Oct. 18	Oct. 25
E. Japan	Sept. 20	Oct. 11	E. France	Oct. 18	Oct. 25
E. Russia	Oct. 13	Oct. 31	Victorian	Nov. 11	Nov. 20
Montague	Oct. 28	Nov. 19	E. Britain	Nov. 26	Dec. 4

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TAIYO MARU	23,000	Sept. 9th
KOREA MARU	20,000	Sept. 20th
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TJITABOEM	JAVA	11th Aug.	11th Aug.	JAPAN
TJIKINI	JAVA	11th Aug.	16th Aug.	SHANGHAI
TJILIWONG	HONGKONG	loading 8th Aug.	11th Aug.	BELOWAN-DELI/JAVA
TJILE-OET	JAPAN	17th Aug.	20th Aug.	JAVA

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"TJISONDARI"	Sept.	ROTTERDAM & HAMBURG	25th Sept.
"ALDERAMIN"	Oct.	ROTTERDAM & HAMBURG	24th Oct.
"BOEROE"	Nov.	AMSTERDAM & HAMBURG	10th Nov.

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S.S. "SANDON HALL" ... 18th Sept.

LONDON, ROTTERDAM, HAMBURG & GLASGOW

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SHANGHAI	"SZECHUEN"	On 9th Aug. Noon
SHANGHAI	"SUNNING"	On 11th Aug. Noon
SHANGHAI & TIENTSIN	"CHENAN"	On 13th Aug. 4 P.M.

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 "HAIHONG" ... Capt. A. H. Stewart | FRIDAY, Aug. 13th, at 2 P.M.
 "HAIHONG" ... Capt. W. Couper | TUESDAY, Aug. 16th, at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.P. & O. - British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND.)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, Ceylon, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA,

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"DUNERA"	5,400	20th Aug.	Singapore, Colombo & Bombay
"MANILA"	7,300	25th Aug.	Marseilles, London & Antwerp
"KASHMIR"	8,000	3rd Sept.	Marseilles, London & Antwerp
"KEYBER"	9,000	16th Sept.	Marseilles, London & Antwerp
"KHYBER"	8,700	14th Oct.	Marseilles, London & Antwerp
"SARDINIA"	8,600	23rd Oct.	Marseilles, London & Antwerp
"KARNATA"	9,000	11th Nov.	Marseilles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"JAPAN" ... 8,100 ... 18th Aug. ... Calcutta via Straits.

EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS"	4,500	22nd Aug.	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
"EASTERN"	4,000	19th Sept.	

SAILINGS TO SHANGHAI & JAPAN

"DUNERA"	5,400	8th Aug. 10 A.M.	Shanghai only.
"ARRATON APCAR"	4,500	11th Aug. 8 A.M.	Amoy, Shanghai & Kobe.
"KEYBER"	9,000	18th Aug.	Shanghai & Japan.

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Tickets Interchangeable.
 1st Saloon Passengers may travel by P. & O. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.
 Steamers and Sailing dates are liable to be cancelled or altered without notice.
 Parcels Measuring not more than 24 ft. x 3 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.
 Any damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. Gurnard & Downes, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognised. No Claims will be admitted after the goods have left the Godowns.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—
MACKINNON, MACKENZIE & CO.,
 Agents.
 22, Des Voeux Road Central, HONGKONG.

O. S. K.
OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.
 "HIMALAYA MARU" ... Sunday, 14th Aug.
 Call Marseilles

BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE.

"PANAMA MARU" ... Thursday, 25th Aug.

BOMBAY & COLOMBO—REGULAR FORTNIGHTLY SERVICE via SINGAPORE

"SAIGON MARU" ... Thursday, 11th Aug.

DELI & BANGKOK via SAIGON & SINGAPORE—Regular monthly service

"BUSHO MARU" ... Thursday, 1st Sept.

SYDNEY & MELBOURNE—Monthly service (taking cargo to New Zealand and Pacific Islands).

VICTORIA, VANCOUVER, SEATTLE & TACOMA—

Via Shanghai and Japan—fortnightly passenger service touching at intermediate ports in Japan taking cargo to OVERLAND POINTS U.S. in connection with Chicago Milwaukee and St. Paul Railway.

"AFRICA MARU" (Omit Dairen) ... Tuesday, 23rd Aug.

"HAWAII MARU" ... Thursday, 1st Sept.

NEW YORK via PANAMA—Regular monthly service via Japan Ports, San Francisco, Panama and Cuban Ports.

"HAYREEMARU" ... Monday, 15th Aug.

NEW ORLEANS LINE via SUEZ.

JAPAN PORTS—Shanghai, Kobe & Yokohama.

"CHOSEN MARU" (Kobe direct) ... Thursday, 1st Sept.

"BURMA MARU" ... Monday, 3rd Oct.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive and depart from the O.R.K. wharf near the Harbour Office.

TAKAO via SWATOW & AMOY

"BOSU MARU" ... Thursday, 11th Aug.

For sailing dates and further particulars please apply to—

Y. YABUDA, Manager,
No. 1, Queen's Building.

Tel. Nos. 744 & 745.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamer Arr. Hongkong from Australia Lv. Hongkong for Australia

Sailings Subject to Alteration.

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fare. Cargo booked through to all Australian, New Zealand & Transvaal Ports. For freight and passage apply to— BUTTERFIELD & SWIRE Agents.



Operating the following U.S. Shipping Board Steamers

PASSENGER AND FREIGHT SERVICE

FOR VICTORIA, VANCOUVER, SEATTLE

(Calling Shanghai & Japan Ports)

From Hongkong Arrive Seattle

S.S. "SILVER STATE"	Aug. 13th	Sept. 2nd
S.S. "EYESTONE STATE"	Sept. 1st	Sept. 12nd
S.S. "WENAMORE"	Oct. 2nd	Oct. 12nd
S.S. "CITY OF SPOKANE"	Aug. 20th	

PASSENGER & FREIGHT

FOR TRIESTE & HAMBURG

Aug. 25th

FOR PORTLAND DIRECT

S.S. "ABERCOS" ... Sent 6th

For MANILA

(Calling at Shanghai, Kobe, Yokohama & Portland)

S.S. "MONTAGUE" ... Aug. 7th

Through Bills of Lading issued to Orient Company points.

Passenger and Freight Particulars.

THE ADMIRAL LINE

Telephone 2477 & 2478.

5th Floor, Hotel Massena. [71]

THE ADMIRAL LINE
PACIFIC STEAMSHIP CO.

REGULAR SERVICE

SAIGON-SINGAPORE-BATAVIA

and other JAVA PORTS.

PASSENGERS & FREIGHT.

FOR SINGAPORE DIRECT.

S.S. "GLYMONT" ... Sailing Sept. 2nd.

S.S. "CADARETTA" ... Sailing Sept. 15th.

FREIGHT ONLY.

FOR SAIGON-SINGAPORE-JAVA PORTS.

S.S. "LAKE ONAWA" ... Sailing Aug. 3rd.

S.S. "LAKE FARRAR" ... Sailing Aug. 17th.

OPERATED FOR ACCOUNT OF U.S.S. BOARD.

OFFICES

5th Floor, HOTEL MASSENA, Telephone 2477 & 2478.

PASSENGER OFFICE, QUEEN'S BUILDING, 2, ICE HOUSE ST.

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SERVICE to UNITED STATES

For NEW YORK and/or BOSTON via Panama.

S.S. "BELLFLOWER" ... to NEW YORK ... Aug. 15th.

For freight space and particulars apply to—

BARBER STEAMSHIP
LINES, INC..

THE ADMIRAL LINE.

TELEPHONE 2477 & 2478. AGENTS. 5th Floor, HOTEL MASSENA.

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MESSAGERIES MARITIMES

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION	STEAMER & DEPARTURE	SAILING DATE
SHANGHAI (Freight only)	"COMMANDANT MAGE"	... end Aug.

SHANGHAI, KUBE & YOKOHAMA	"CORDILLERE"	10,000 ... On or about 15th Aug.
MARSEILLE via SAIGON, SINGAPORE, COLOMBO, DJIBOUTI & SUEZ	"PORTHOS"	20,000 ... On or about 16th Aug.
PORT SAID	"CORDILLERE"	10,000 ... During 2nd part of Sept.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Acting Agent, Queen's Building.

Telephone 1740.

CHINA-AUSTRALIA MAIL S.S. LINE

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN

"VICTORIA" Aug. 20th.

For Freight and Passage, apply to—

YEN CHINA & AUSTRALIA S.S. CO., LTD.

Agents, 118, Cross Street, Central.

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Tel. 2507

